



Internal Memorandum

Date: 4/24/2018

To: Captain Bill Underwood, Regional Director & Chief Pilot – NYC CPO
Captain Wayne Cochran, Director & Chief Pilot - ATL

From: Captain James Miller

Subject: II18-066 Flight Safety/NTSB – Engine Fire Event: DAL30 18-APR-18 ATL-ATL
A-330-323 N806NW (3306)

CAP1: MILLER, J.A. (NYC); CAP2: HANCOCK, D.D. (/ATL); FO1: MAKONNEN, I. (ATL);
FO2: PRENDERGAST, J.M. (ATL)

This statement is provided at the request of the Chief Pilot's Office.

I was conducting a Flight Standards Line Check for the captain of Delta Flight 30, ATL-LHR, from the second observer's seat, located behind the First Officer.

Approximately 500-800 feet AGL after takeoff, the Red Master Warning light illuminated accompanied by a continuous repetitive chime and an ECAM message indicating an ENG 2 Fire.

The captain was the pilot flying at the time of the ENG 2 Fire indication and he transferred control of the aircraft to the First Officer (F/O). The captain then assumed the role of pilot monitoring and I changed from my role as a Line Check Pilot to that of a regular crew member, so I could assist the crew as needed.

An emergency was declared with ATL Approach Control and we were given radar vectors to the North and East of the airport to complete the required checklist items and prepare the aircraft for a return to the longest available runway which was 27R.

The captain completed the ECAM procedures and both fire retardant bottles (squibs) were discharged. Once the captain completed the ECAM actions, he referred to the QRH to complete the Engine Fire Checklist and reviewed the Overweight Landing guidance.

During the emergency, I assisted the crew by making PAs to the passengers, and coordinated communication with the F/As, and backed the captain up with checklist procedures. From my position in the 2nd observer jumpseat, it appeared the captain had completed all ECAM actions as well as the abnormal and normal checklists to achieve a safe landing.

After cockpit activity had stabilized, I initiated communication with the purser to inform him of the nature of the problem and request that he prepare the cabin for a return to land shortly in Atlanta. I made a PA from the cockpit to inform the passengers about the trouble on the number 2 engine and that we would be landing shortly. Additionally, the passengers were advised that we would be stopping straight ahead on the runway and emergency vehicles would approach the aircraft to conduct an inspection.

While in flight, I spoke with a F/A at the 2R door and asked her to look out the cabin window to see if she could see any damage or fire that existed. She reported that she could not see definitively one way or the other.

The captain elected to use his emergency authority to land the aircraft using AUTOLAND procedures on RWY 27R. After landing the aircraft stopped straight ahead.

Emergency vehicles approached the aircraft and reported there was a small fire coming from the aft portion of the number 2 engine. The captain communicated with the purser and covered the possibility of an evacuation (out of the captain side doors) if the fire on the number 2 engine was not able to be extinguished on the ground by the firefighters. Firefighters extinguished the fire in a few minutes. Once the fire had been extinguished, we remained parked on the runway until a super tug arrived to tow us to the gate.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

Captain James Miller
Employee # [REDACTED]
(Signature on file)